

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

“Safety is a Learned Behavior”

Safety Update.

We, the Safety Professionals need to be educators in the safety arena. People are not naturally safe. We are attracted to danger and risk. Our job is to help individuals recognize the risk and assess the value of completion of a task versus the cost of completion.

At the National Headquarters, we are in the business of continuing that education and making evaluation easier.

The NHQ safety staff is in the process of revising and reorganizing the Safety program and support at this level.

I have tasked several people with some areas of responsibility.

1. Safety Professional Development will be organized by 1Lt Tony Diez (chefdiez@cablone.net). He will be restructuring the Safety Specialty track requirements as well as editing a column in the Sentinel on PD.

2. The online CAPF 78 & CAPF 79 project is being worked by Lt Col Darrell McCalla (dpmccalla@charter.net). His update is enclosed in this issue.

3. CAPSAFE. Lt Col McCalla will be asking for safety tips from the wings.

We will select several tips per month and award a prize to the author. One tip will be included in the monthly Sentinel.

4. We are looking for articles for the Sentinel. We need short items in MS Word format that address Cadets, Personal injuries, ground and flight safety. Please gather any good items you have and forward them to this office.

5. There are several other taskings in the mill and I will update on each later.

6. I will be conducting a Region Safety Officers conference call starting in December. The intent is to share information and get input from the regions on safety items.

7. As you can see from the FY 06 mishaps below, there is room for improvement. The National Headquarters Safety staff will be looking at those events to try to identify areas and procedures that need improvement.

We need to keep Safety in the organizations planning. Keep your commanders updated and informed.

Don't get caught being unsafe!

Col John Tilton, CAP/SE

FY 06 Mishap Summary

2	63	18	1	21	10
Aircraft Accidents	Aircraft Incidents	Vehicle Mishaps	Fatalities	Bodily Injuries	Serious Injuries



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Safety Reporting Online-Update!

The National Safety Team will soon release the first version of the on-line CAPF 78 and CAPF 79. Possibly in mid-December, some wings and regions will be asked to help test the new system.

Briefly, the paper forms will be replaced with an on-line system that will make it easier for you to submit the information while, simultaneously, improving the notification to NHQ, maintenance of a safety database, and analysis and reporting to the National leadership.

The Form 79 will be filed on-line and will have all of the information that the current form has with ample room for the investigator to complete the report and make recommendations. The on-line system will then notify everyone in the chain of command that the form is complete and awaiting approval.

The National Safety Team's goal is to complete the initial testing and have all CAPFs 78 and CAPFs 79 filed on-line by the end of the 2nd QTR 07.

Lt Col Darrell McCalla, CAP/SEA

Holiday Safety: The Sequel (The Safety Claus)

Well the 2006 Holiday season has officially begun! There are a number of things we should keep in mind.

Travel: The same tips in the November Safety Pins still work. Please try them.

Decorations: A number of us will be decorating our homes and businesses in keeping with holiday traditions (and trying to outdo the neighbors!)

Be careful when placing these decorations.

Pay attention to potential fire hazards, shock hazards, and falling hazards. Stop and think about HOW you will install something in addition to what you will install.

Don't lean your metal extension ladder against the power line in the rain or snow, etc.

Look out for frozen or freezing precipitation.

- Check your lights before installation rather than fixing them after installation. Also, make sure combustible decorations are safely away from spark or fire sources. Most of all, water that natural

tree!

Again, when driving, pay close attention to the weather. Allow extra time if there is any precipitation and slow down! Don't be afraid to stop and wait out severe weather, especially with snow or ice storms.

Your hosts WILL still understand.

Have a blanket, emergency food, and a good ice scraper in your car and keep your cell phone charged in case of severe winter weather.

Be sure to have a designated driver for those holiday parties.

Unfortunately some people do not follow this advice. So drive defensively and look out for the other guy or gal.

Most importantly, pilots: look out for low flying reindeer towing sleighs on the night of December 24th!

Happy and Safe Holiday Season and a wonderful New Year!

Capt John Brendel, Illinois Wing SE

The entire December 2006 Illinois Wing *Safety Pins* may be viewed at <http://ilcap.org/safety/Safety.htm>

Spotting Disasters in the Making

Above the treeline in the White Mountains of my native New Hampshire, the view is spectacular.

I'm one of the geeks who sits on a peak and names every peak in sight. I just spent some time back home, and was glad to see the Franconia Ridge standing right where I left it, although sadly, the Old Man you find on our state quarter is now gone.

While on the trail, I was reminded that talking about hiking mishaps is a good way to develop a safety attitude among our cadets.

Most cadets struggle to, understand abstract concepts, but give them something well-framed, like an accident report, and they can easily imagine themselves in the midst of that scenario. Because hiking accident reports don't require technical knowledge (as opposed to say, NTSB reports of airplane crashes) they are especially accessible to cadets.

Interested in something new for your safety meetings? Consider the following idea. Cadet officers should lead the discussion, under the guidance of the safety officer:

1. Read a hiking accident report. Read only the summary, not the editor's comments. (See below for suggested URLs.)

2. Discuss the scenario and make a list of everything that went wrong (Be specific).

3. Identify the root cause of the problem. For example, not having rain gear is a problem, but a better example of a root cause would be setting out to hike without checking the forecast.

4. Describe a solution. Have the cadets explain what they would have done, had they been in the victim's boots.

5. Review the editor's comments. These analyses serve as "textbook solutions" to the problems, nicely concluding the discussion.

This activity is an easy, yet fun way to emphasize safety. Before too long, as cadets read the mishap's description they will laugh aloud as they spot disasters in the making. That's when you know your safety meetings are working. Of course, the goal is not to train cadets to become expert hikers, but to develop in them the habit of identifying potential hazards and thinking before they act. Habits like those serve cadets (and seniors) well because they easily transfer over to other potentially-hazardous activities like flying, driving, snowboarding, etc.

Cadets want to become good leaders. Learning how to keep their people safe is an aspect of leadership education that cadets should not overlook.

Accident reports are available on-line at several sites, including: hikesafe.com & outdoors.org

*Cadet Programs Today –
November/December 2005 – Curt LaFond, Editor*

Check Your Attitude

In flight training, instructors talk about the five hazardous attitudes that can interfere with the ability to make safe and sound decisions? We all have a natural tendency toward one or more of these attitudes. The important thing is to recognize this tendency and take action against it. This applies any time we are

doing something where safety is paramount, which is most of the time. The five attitudes are listed below, along with some common examples of each and some suggestions of what to do if we find ourselves showing the symptoms.

Anti-Authority is where you believe that rules and procedures are for the

other guy. An example of this would be the aircraft crosswind limitation. You feel that the limitation is for lower time, less experienced pilots, but not for you because you have flown in stronger crosswinds. If you catch yourself with this attitude, you need to think about why the rules were written in the first place. They are for your safety. Most safety rules are a result of someone else's mishap, and are there to protect us all.

Impulsivity is the perceived need to act immediately when a situation arises. In CAP there are very few scenarios that require an immediate response. An example might be an engine failure at rotation, and even that scenario should be briefed prior to take-off so you will be prepared for the eventuality. For most other events that a CAP member will face, action does not need to be immediate. When an event happens, try to stay calm. Take a few deep breaths, THINK, and analyze the situation. Use the checklist or trained procedures and think about the safest scenario, and always use all available resources.

Invulnerability is when you find yourself reading about a mishap and thinking it would never happen to me. When you think that accidents WILL NOT happen to you, you are thinking you are invulnerable. We need to understand that accidents can happen to any of us. It is easy to get so comfortable that we forget how serious our activities can be. We must never take safety for granted and think that we are invulnerable.

Macho occurs when you try to outdo your co-workers to try and make yourself look better. Do you take risks to prove

you are a better pilot or driver than anyone else? Do you push the safety envelope just to impress others? Are you the pilot who departs after a large jet without waiting for the proper separation? There are many more macho attitudes on the list, but the point is this: taking risks is foolish. If you are the macho type, find another activity to express this need that doesn't put others at risk. When you take chances, you are not only jeopardizing yourself, but you are putting everyone around you at risk, too.

Resignation is when you think "What's the use; there is nothing I can do about it." An example might be accepting a RADAR controller's heading into a weather system that you are not comfortable with. You just resign yourself to the situation and fly into the weather rather than querying ATC. All you really needed to do was speak up, thus putting yourself in a safer situation. So what should you do if you find yourself just giving up? You need to know that you can make a difference. Always try to be safer in everything you do. If you make a mistake, don't give up, but try to fix the situation before it's too late.

People who care about the safety of themselves and others need to examine the decisions they make and try to understand the reasons behind the decision making process. Are you consciously putting safety first or do you suffer one of the hazardous attitudes? Each of us should routinely do a self-evaluation to make sure we are acting with the proper motives. The better you understand yourself, the safer you will be.

Capt Caleb Leath

A Colder Safety Culture

As summer turns to winter, our safety attention needs to focus more on the coming winter months. Whether you operate in southern Florida, the upper Midwest or Alaska, preparing for colder weather is important for safe flying, driving or even walking. Understanding your environment and its geographic challenges will make your winter operations safer and allow you to function more efficiently as you perform our Missions for America.

Winter driving demands that you understand many safety issues. Ice is just as important to safe road travel as it is to safe flying. "Black Ice", which is not as visible as snow or frost, can be very dangerous. Know when this hazard can occur in your area and plan accordingly. Before attempting to drive your vehicle be sure ice and frost is removed from the windows and mirrors, the wipers work freely, and the heater and defrost systems work properly to avoid ice reforming on the windshield. You should have a roadside safety kit with flares, tire chains and warm clothing in case you breakdown. A mobile phone during emergencies is well worth the cost.

Airplanes perform better in cold weather. Engines produce more power and the performance envelope is at the maximum. However, the cost of that performance is the extra safety issues we must deal with during winter operations. Ice is the biggest concern. Frost, snow, or ice that accumulates on an airframe adds weight to the plane, changes the center of gravity and most importantly, adversely affects aerodynamics in flight. They must be removed before flight.

Once you have melted the frozen stuff off the plane be sure it hasn't refrozen on the control surfaces or blocked important air intakes when reintroduced to the environment. Winter preflight needs to be extra meticulous.

Engine preheat is important to prevent extra load on the starter and prevent additional wear on the engine during starting. Most manufacturers recommend preheat when the ambient temperature is 40 degrees or less. Some aircraft may have an engine heating system installed while some may use a hot air blower. Whatever you have at your disposal be sure to know how to operate it and read the manufacturer's recommendations. The cost of a preheat from the local FBO is probably worth the saved engine wear.

Once under way, pay careful attention to any flight control binding or stiffness. Taxi the aircraft slowly to avoid skidding on ice and to prevent water from splashing back onto the airplane where it may refreeze in flight. Test the brakes for signs of freezing and do the run up on a dry surface.

After your flight, conduct a post flight inspection to ensure the plane is free of ice. Top it off, install cowl plugs, pitot covers and any other devices your squadron may have to protect the plane from the elements.

Spend some time reading you aircraft winter operations section and become familiar with other articles and publications on winter flying.

Knowledge is power, which will keep you safe and proficient.

Maj Larry Mattiello